

M. F. TAYLOR,
Steamer
Lighters and Steam Launches
Supplied.

ILOHO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

ESTABLISHED 1881.

NEW SERIES No. 1991. 日二十月十年七十二號

FRIDAY, NOVEMBER 22, 1901.

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,510,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, KOBE, LONDON, NEW YORK,

NAGASAKI, LONDON, NEW YORK,

SAN FRANCISCO, HONOLULU,

BOMBAY, SHANGHAI,

TIENTSIN, NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.,
PARRS BANK, LTD.

THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

" " 6 " 3 "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies.

CANTON, PEKING,

CHFOO, PENANG,

CHINKIANG, SINGAPORE,

CHUNKING, TIENTSIN,

HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum. Fixed Deposits for 3 months

4% " " 5 "

5% " " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901.

[14]

1901c

Intimations.

PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS,
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road, Central.

Hongkong, 1st October, 1901. [714c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 p^c Case of 375 lbs. Net ex Factory.

\$3.30 p^c Bag of 250 lbs.

SHEWAN, TOME'S & CO.,
General Managers.

Hongkong, 1st June, 1901. [1207c]

KELLY & WALSH, LTD.

JUST PUBLISHED.

CHRISTMAS NUMBERS.

RUDYARD KIPLING'S MASTER-
PIECE.

"KIM OF THE RISHTI."

BEAUTIFULLY ILLUSTRATED.

St. 50.

Hongkong, 9th November, 1901.

A LARGE ASSORTMENT
OF
XMAS CARDS.

ALL THE NEWEST DESIGNS.

169c

WILLIAM POWELL, LIMITED.
28 & 34, QUEEN'S ROAD.

HIGH CLASS DRESSMAKING
IN ALL ITS BRANCHES BY EXPERIENCED ARTISTS NEWLY
ARRIVED FROM LONDON.

NEW SELECTION OF
CHOICE GOODS
IN EVERY DEPARTMENT.

TOYS AND XMAS GOODS
IN ENORMOUS VARIETY.

ALL CHILDREN'S departments have been transferred to No. 28.

DRESSMAKING will be carried on only at No. 34, Queen's Road.

R. G. HECKFORD,
Manager.

955c] THE ROBINSON PIANO COMPANY, LIMITED.

JUST UNPACKED.

A NEW SHIPMENT

OF

THE CELEBRATED

APOLLO PIANO PLAYER,

Inspection invited.

Hongkong, 22nd November, 1901.

[955c]

A. CHEE & Co.
17A, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass, and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinal's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 29th July, 1901.

[775]

To-day's
Advertisements.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction, in two Separate Lots, on FRIDAY, the 29th November, 1901, at 3 P.M., at their Sales Rooms, No. 20, Des Vaux Road, THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, situated in QUEEN'S ROAD CENTRAL, Victoria, Hongkong, viz.—

LOT 1.—All that piece or parcel of ground situate at Victoria, in the Colony of Hongkong and registered in the Land Office as Section A of Inland Lot No. 161 together with the messuage erection and building thereon erected and known as No. 136, Queen's Road Central, area 1,014, 5/100 square feet. Term 999 years, annual Crown Rent \$18.41.

LOT 2.—All that piece or parcel of ground situate at Victoria, in the Colony of Hongkong and registered in the Land Office as Section B of Inland Lot No. 161 together with the messuage erection and building thereon erected and known as No. 138, Queen's Road Central, area 1,014, 5/100 square feet. Term 999 years, annual Crown Rent \$18.41.

For further Particulars and Conditions of Sale, apply to JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Vendor, or to The Auctioneers.

Hongkong, 22nd November, 1901. [1208c]

NOTICE.

THE TAIKOO CLUB CYCLING TRACK will be opened on MONDAY, the 25th instant. Gentlemen likely to compete at the Sports on New Year's Day, may use the Track for Training from above date.

R. H. STEPHENSON,
Secretary,
Taikoo Sports Committee.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" has now settled down Fore and Aft and only her Masts, Funnel, &c., are visible above Water.

The Lights already notified as marking her position will continue to be displayed.

R. MURRAY RUNSEY,
R. Conn. R.N.

Harbour Master, &c.

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HONGKONG HARBOUR.

THE Management wish to impress on the public that this is a refined Vaudeville Entertainment entirely free from all Vulgarity, any lady or child can witness it without fear of seeing or hearing anything to bring a blush to their cheek.

Doors open at 9 P.M. Curtain Rises at 9.30.

Members of H.M.'s Service and the American Service in Uniform half-price to Second and Back Seats.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE will be a SPOON COMPETITION TO-MORROW (SATURDAY), the 23rd instant, commencing at 2.45 P.M.

RANGES—200, 500 and 600 yards.

Seven Shots and a Sighter at each Range.

ALEX. MACKENZIE,
Hon. Secretary.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Imperial German Mail Steamship

"KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD.

Captain C. Polack, due here with the outward German Mail about the 26th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above

on THURSDAY, the 12th Decem^r, at 4 P.M.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd November, 1901. [1209c]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE STEAMSHIP

"THALES,"

Captain Robson, will be despatched for the

above Port, TO-MORROW, the 23rd instant;

at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAK & CO., General Managers.

Hongkong, 22nd November, 1901. [1207c]

To-day's
Advertisements.THEATRE ROYAL,
CITY HALL.

THE

EMPIRE COMEDY
COMPANY.

GRAND OPENING NIGHT.

TO-NIGHT,

FRIDAY,

22ND NOV.

ENTIRELY NEW TO THE EAST.

ENTIRELY NEW TO THE EAST.

21 ARTISTES.

12 YOUNG AND BEAUTIFUL

12 LADIES.

SPLENDID FIRST-PART,

UNEQUALLED QUARTETTES,

SPARKLING SERIO COMICS,

AGILE ACROBATS,

LAUGHABLE COMEDIANS,

SCREAMING PARADES AND

SKETCHES,

and

NEW and NOVEL MUSICAL MELANGE.

Read our Artists' Names, the pick of the best

Theatres in Australia.

Miss Emma Smith, Messrs. J. Leon.

Julie Cleveland, " H. Huxham.

Maud Albert, " H. Medcalfe.

Jessie Thorne, " Steve Adson.

Florence Adelaide, " Gus Gregory.

BY KIND PERMISSION of Lieut.-Col. Ballie and Officers, the Band of the 2nd Bombay Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 to 9.30 p.m.

PROGRAMME.

Lancaster..... "The Gaels"..... Godfrey.
A. Valse..... "The Officers"..... Cope.
Selection..... "The Bohemian Girl"..... Hall.
Gavotte..... "La Reine"..... Neville.
Dance..... "Dodo"..... Buck.
Selection..... "Reminiscences of Tosca"..... Vaughan.
"God save the King."

POOR BRITISH!

Thus a Straits contemporary:

The *Telegraaf*, an Amsterdam newspaper, in one of its choicest anti-British epigrams, says—“Botha struck a blow at a psychological moment. The last Englishman in South Africa must now be driven into the sea.”

Dear! dear! If that is so,—the *Telegraaf* says it—we must stop sending out horses and mules, and must despatch instead cargoes of bathing-drawers.

NEW BLUE FUNNELS:—The steamers of the China Mutual Steam Navigation Company, recently reported us as having been acquired by Mr. Alfred Holt of Liverpool, are 13 in number, three of which, of 8,000 tons gross each, are building. The *Oopak* and the *Ching Wo*, each of 3,884 tons gross, the first of the line, were built so far back as 1894, while the latest built steamers are the *Yangtze* (6,457 tons), the *Pink Suy* (6,458 tons), and the *Hyon* (6,608 tons) were all built in 1899. The other vessels are the *Kutow* which is 3,921 tons, the *Pak Ling* and *Kintuck* each 4,447 tons, the *Tenkai* (4,642 tons) and the *Moyue* (4,646 tons) all built in 1895.

CAP-SUI-MUN MURDERERS.

SENTENCED TO DEATH:

THIS MORNING.

The final stage in the trial of the three shrimpers Kwok Tak Kung, Kwok Tat Po, and Chan Yat indicted for the murder of Chan Shing Tak at Cap-sui-mun, on the 13th August last was entered upon this morning, when the three men were sentenced to death; the second and third being recommended to mercy.

The Acting Chief Justice, his Lordship A. G. Wise, presided and the following jurymen tried the case.—Messrs. H. A. Burke, H. W. Fortune, K. Davidson, P. Hardiman, H. M. Michael, K. O. G. Hermann and F. E. C. Georg.

The Acting Attorney General (Hon. H. E. Pollock, K.C.) instructed by the Crown Solicitor (Mr. F. B. L. Bowley), prosecuted and Messrs. M. O. Slade and E. Sharpe, barristers at law, (instructed by Mr. A. D. Thomson), defended.

In addressing the jury, on behalf of the first and second prisoners, Mr. Sharpe said he thought his Lordship would support him in saying that the burden in the case rested upon the prosecution to prove the charge. It did not rest upon him to prove it was false, but upon his friend, Mr. Pollock, to prove it was true, and he would submit to them that the prosecution had totally failed to do so, and that their case had broken down on their own evidence. He thought that seldom in that Court the witnesses in a criminal prosecution had so ludicrously—if the word might be allowed in connection with so serious a matter—disagreed with each other and contradicted both themselves and each other in the evidence. But although the burden did not rest upon him to prove the charge false, all the same he submitted it was false so far as regarded the prisoners before them. Their difficulty, and the difficulty he would have to deal with in asking their consideration of the evidence, arose from the fact that although some such attack as had been described actually took place, he would submit that so far as the prisoners were concerned it was a concocted story, and throughout the whole case they had had to deal with probabilities; the man who contrived the story did so, he submitted, for the purpose of escaping the consequences of suspicion falling upon him, and perhaps also in order to shadow his own friends. A motive had been suggested by one of the witnesses that the man who turned King's evidence had a grudge against the prisoners, as some time ago Cheung Chan Luk was charged by the first two men with stealing an anchor belonging to them; that was a possible suggestion and a likely explanation of the concoction of a portion of the story. But, his substantial argument was that the prosecution had totally failed, on its own evidence, to bring the crime home to the prisoners. The evidence was not such upon which it would be safe to convict a man of the most trivial crime, to say nothing of murder, and the story of an accomplice, even when amply corroborated, was essentially open to suspicion. And they had added circumstances of the quarrel which gave that accomplice a further motive in giving the evidence they had heard against the prisoners. There were innumerable instances of contradiction and discrepancies between the evidence of that accomplice the former and all other witnesses. Then again, the matter was not brought forward until after a lapse of three months, and the probable explanation of that silence was because Cheung Chan Luk, or some one, was induced to say that the prisoners did those particular acts. Counsel proceeded to review the evidence in detail and pointed out that at the time of the actual occurrence the people had just awoken from sleep; they were excited and their statements went to show that the real struggle was exceedingly brief. That was one of the points upon which he suggested there had been fabrication and concoction, but he would like to point out that in all concocted stories there were many important points overlooked. In fact the whole story was one to which they could not give credit if they were going to find the man guilty of murder. It was a fundamental maxim

in criminal law that a prisoner must have the benefit of the doubt, and they could not in justice upon such evidence as had been related convict the prisoners of murder. He therefore asked them for a verdict of acquittal.

Mr. Blaize addressed the jury on behalf of the third prisoner, pointing out the great necessity of having absolute proof that the crime had been actually committed by the man charged, and submitted they were not in a position to say without reasonable doubt that the third prisoner was one of the men who actually committed the crime.

On behalf of the Prosecution, the Acting Attorney General urged the importance of the jury directing their attention to the evidence and upon that coming to the conclusion beyond any reasonable doubt that the men were guilty of murder. It was not for them to trouble their minds in any manner as to what would be the result of their verdict, as the only question they would have to ask themselves was whether they were satisfied beyond all reasonable doubt subject to his Lordship's direction as regarded the law, that the three men were guilty of murder. On the whole, he thought the evidence and demeanour of the witnesses had nothing in it to show they were in any way affected by particular bias against either of the prisoners.

His Lordship began his summing up to the jury at fifteen minutes past twelve and at the outset of his remarks directed them with regard to the law on the subject. The men, he said, were charged with going to rob the junk, and if they went with the intention of carrying out that purpose with violence, if necessary, then each of them was equally guilty of murder, even though he did not exactly cause the death of the man. This, he said, is a case of murder or nothing. They had two things to try—first, whether they were at the scene of the attack and if so, what was their intention. If they found those two points, then it was murder. It was not for them to consider at all what the result of a verdict of guilty would be, the responsibility of that was on his shoulders. The defence was based on two points—first of all, that a long period elapsed between the crime and the arrest. The defence submitted that as a reason the whole story was fabricated, and was not made up until just prior to the men being captured. The prosecution put forward that the delay was caused by fear of consequences; and it was for the jury to consider those points. He thought he might say they were perfectly well aware that in nine cases out of ten it would be absolutely impossible to assign any motive for the actions of Chinese. The great point of the defence was the numerous discrepancies and contradictions that had occurred in the case for the prosecution. There was no doubt there were many, but he would ask the jury in considering the facts whether those contradictions and discrepancies were sufficient to make them doubt the guilt of the prisoners. The time of the occurrence would have to be taken into consideration; the attack happened on a dark night; people were scarcely awake, and was it likely, he asked, that they would agree in minor details. With regard to the first prisoner his Lordship pointed out there was no doubt as to his guilt, and they would return a verdict accordingly.

The jury retired at 12.28 and seven minutes later returned in Court with a verdict of guilty against each of the prisoners, the second and third being recommended to mercy.

In passing sentence of death upon them his Lordship said the recommendation would be forwarded to the proper quarter. He quite agreed with the verdict given by the jury and observed that he did not see how they could have arrived at any other conclusion. The first prisoner was distinctly the worst, and there was no doubt he was the prime mover in the whole occurrence. Of course he was the man who actually caused the death of Chan Shing Tak, and by his action brought his son and the other fellow in the same position as himself, and this he saved and cleared splendidly.

On restarting, the *Redpols* made a rush for the goal, but were checked by Clark, who sent the ball up the field; this, however, was not taken advantage of and the leather once more travelled into the vicinity of the Club's goal. About eight minutes from the commencement of the second half the *Redpols* scored rather a lucky goal. From this point of the game, the home team assumed the offensive and, had their shooting been better, would certainly have won the match. Graham scored eventually, and time was called soon after, so making the match a draw.

For the visitors the right back did any amount of good work, but he was well supported; the halves were not clever and the forwards played an individual game. We were glad to see Russell again on the field; the Club have in him a very useful man and, although we prefer to see him playing back, his play at inside right was not to be missed and well worth watching. Clark also played well for the club. Danby was not called upon to do much, but when he got his opportunity he made the best of it. Gough, at outside right, and Wolfe at left back, were not much good; the former was too slow in getting away with the ball and the latter almost useless. Jamieson should turn out a good goalkeeper. The Club's energetic secretary, Mr. Frank Browne, acted as referee. Result—Drawn game, one goal each.

The Court adjourned until ten o'clock on Monday morning.

THE S.S. "FUSHUN" BURNED.

We are courteously informed by the Agent of Reuter's Telegraph Co., Limited, that he is in receipt of news from Canton to the effect that the China Merchants' steamer *Fushun* was completely burnt there last night.

The *Fushun* was a vessel of 1,500 tons, and was commanded by Captain W. H. Lunt. She arrived here on the 17th November with a general cargo from Shanghai and left on the 18th for Canton.

Later, we learn that the fire on the *Fushun* broke out at about one o'clock this morning, somewhere in the vicinity of the bridge. By two o'clock the vessel was well ablaze, and she burnt to the water's edge. Nothing is known as to the origin of the fire, which is supposed to have been accidental. The vessel was lying at the China Merchants' buoy, off the Shamian, at the time, and the whole of the crew were able to escape in the various small craft which put off to her. It is said that the *Fushun* had on board about a thousand packages of ex-

COTTAM & CO., CRICKETING HATS and CAPS.

port cargo and some two hundred packages of undelivered inward goods, all of which was destroyed, the vessel being completely gutted. Of course the usual Chinese rumour cropped up immediately, stating that some two hundred passengers had perished in the flames, but, as a matter of fact, not a single life was lost. The repairing and refitting of the *Fushun* will doubtless mean another plum for the Dock Company.

CRICKET.

An interesting match was started yesterday between a naval team captained by Lt. Wood and an eleven composed of five of the Straits XI and six from the Army, captained by Mr. Voules.

The ground, after last week's festivities, had a dismal appearance, but the brightness of the cricket quite remedied this defect. The naval XI compiled the useful score of 271, and when stumps were drawn Mr. Voules, XI had made 119 for 6 wickets. Play was resumed this morning shortly after 11 o'clock and by 12.15 the remaining wickets had fallen with the total at 214. Wood for the Naval team played an excellent innings without giving a single chance. Most of his runs were made behind the wicket, principally by late cuts in the slips. Sergeant Hayward, who, we are told, is a brother of the Surrey crack, did not keep up the reputation of his family, but sliced his first ball into the hands of Fitch at cover-point. Sheward kept wicket for the naval team and, with one wicket to his credit and but 2 extras out of a total of 214 runs to his debit has a record that he may well be proud of. When the tiffin bell rang three wickets had fallen in the second innings of Lt. Wood's XI.

Score as below—

Lt. WOOD'S XI—1ST INNINGS.	37
Surgeon Sheward, b. Berkshire	29
E. H. Neat, c and b Preedy	19
C.S.P. Franklin, c James, b Mackenzie	9
Lieut. Wood, b Mackenzie	4
S. T. Fitch, b Mackenzie	13
J. M. Barratt, b Preedy	23
Lieut. Dalrymple, c Mackenzie, b Preedy	0
G. Coppin, not out	34
Morrison, b Mackenzie	5
Extras	14
	271

MR. VOULE'S XI—1ST INNINGS.

Capt. Clapham, c Franklin, b Barratt	26
R. Mackenzie, c Neat, b Morrison	26
G. M. Billings, b Neat	55
Capt. Radcliffe, retired burt	9
Sergt. Hayward, Fitch, b Neat	0
A. B. Voules, c Tweddle, b Neat	7
C. R. Berkshire, c Wood, Neat	1
T. F. Mactaggart, std. Sheward, b Neat	53
Lt. Edmonson, b Barratt	18
Q. M. Sergt. James, not out	9
Private Preedy, l.b.w. Franklin	8
Extras	8
	214

Lt. WOOD'S XI—2ND INNINGS.

Surgeon Sheward, b Mackenzie	0
G. Coppin, c Maciagatt, b Billings	0
G. S. P. Franklin, not out	2
E. H. Neat, run out	0
Lt. Wood, not out	8
	8

Total for 3 wickets.....

FOOTBALL.

H. K. F. C. v. H.M.S. "REDPOLE."

A match between these two teams was played yesterday on the Club ground at Happy Valley, before a fair attendance of spectators. The Hongkong Club having won the toss; the *Redpols* kicked off, twenty minutes after the appointed time. During the first half the visitors had rather the best of the game but their shooting was bad, only one shot giving the Club's custodian, Jamieson, any trouble, and this he saved and cleared splendidly.

On restarting, the *Redpols* made a rush for the goal, but were checked by Clark, who sent the ball up the field; this, however, was not taken advantage of and the leather once more travelled into the vicinity of the Club's goal. About eight minutes from the commencement of the second half the *Redpols* scored rather a lucky goal. From this point of the game, the home team assumed the offensive and, had their shooting been better, would certainly have won the match. Graham scored eventually, and time was called soon after, so making the match a draw.

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Prisoners were then removed the first man evidently wishing to address the Court, but he was hurriedly taken away.

The Acting Attorney said the other indictment of murder against them would not be proceeded with.

The Court adjourned until ten o'clock on Monday morning.

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COTTAM & CO., DRESS SHIRTS, TIES and STRAW HATS.

Auction.

PUBLIC AUCTION.

CURIOS! CURIOS! CURIOS!!

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO TOMORROW (SATURDAY) the 23rd November, at 11 A.M., within the Rooms on the Second Floor above their Sales ROOMS, No. 20, Des Vaux Road.

A CHOICE COLLECTION OF JAPANESE WORKS OF ART.

Comprising—

IVORY CARVINGS, OLD IVORY and GOLD NETSUKE, GOLD LACQUERS, OLD AND NEW BRONZES, HANDSOME INLAID PANELS AND SCREENS, SILVER AND COPPER CLOISONNE WARES, ANCIENT and MODERN SATSUMA and IMARI CERAMICS, including—

A Famous OLD DAMASCUS BUREAU with CREST, a CARVED PANEL and an INLAID SCREEN of WONDERFUL WORKMANSHIP, &c., &c., &c.

Open for Inspection in the Rooms above-mentioned from To-day.

Catalogue will be issued on THURSDAY, the 21st instant.

The sale of this collection offers an opportunity to secure specimens of Japanese Art becoming rarer every day.

TERMS.—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 22nd November, 1901. [126c]

Entertainment.

THE MUSICAL EVENT OF THE SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

WEDNESDAY,

NOVEMBER 27TH, 1901, at 9.15 P.M.

Under the Patronage and Presence of H.E. Sir H. A. BLAKE.

HERB JOHANN MARQUARDT, VIOLINIST.

little or no basis in the hearts of the native population. The only difference between the present state of so-called peace and the previous state of war is a difference between 60,000 soldiers and 40,000; and no genuine progress toward an actual state of peace and substantial relief from the military burden we have taken upon ourselves seems to be possible under the existing policy."

ENGLAND AND RUSSIA IN THE FAR EAST.

Mr. A. R. Colquhoun has written for the *Monthly Review* a valuable article on "Manchuria in Transformation." The extent to which the great northern province of China has been Russified already is little appreciated in England. Russia, now, says Mr. Colquhoun, over 200,000 men quartered in Transbaikalia, Amuria, the Primorsk province, and Manchuria.

These figures were given me by Russian staff officers, and merely as details, not in any boastful spirit. Some slight idea of the nature of the Russian occupation of Manchuria may be gained from the fact that at Khabarovsk, when I passed through two months ago, there were no fewer than 20,000 men. The town, only a small village four years ago, is spreading rapidly, but the population, about 15,000, is almost entirely governmental and mainly military. The whole place simply bristled with uniforms, the officers were quartered in every house, and were sleeping in every corner of the military club, some six or seven in the billiard room.

After pointing out the expenditure of money at Port Arthur, and the predominance claimed by Russia at Newchwang, Mr. Colquhoun observes that "the collection of maritime revenues is to be carried on by Russo-Chinese officials—men sent from the Chinese Imperial Customs and trained by Sir Robert Hart, who will, nevertheless, wear Russian uniforms." The writer wishes that the English people would grasp the situation which has been created in North-eastern Asia, and, like the Germans, reap some commercial benefit from Russian enterprise. But of this there is little sign. He says:—

Two years ago, in travelling across Siberia, I met one or two Englishmen. On this occasion I have not met with, or heard of, one. There are only two English firms to be met with in the 4,800 miles between Vladivostock and European Russia. The English tongue is hardly known. At the same time there are 400 Germans in Vladivostock, the principal firms throughout Siberia hail from the Fatherland, and German is the foreign language of commerce, just as French is that of society.

THE CHINESE EGG.

By way of a reasonable test of the sincerity of the Free-trade party, it would be interesting to have it define its attitude towards that comparatively recent invader, the Chinese egg, says the *Sydney Bulletin*. Though the Chinaman may be objectionable on moral grounds, the Chinese egg is as moral as any other egg, and probably as healthy; and it has to be objected to for fiscal reasons or not at all. It is a comparatively recent institution in N.S. Wales—that general dumping-ground of the refuse of all nations. In 1896 the Chow, of China proper and Hongkong, sent us 44,425 dozen eggs; in 1897 he sent 18,794 dozen; in 1898, 39,102 dozen; in 1899 he dropped to 31,471 dozen; but in 1900 the heathen egg supply of New South Wales went up to 74,365 dozen. In 1896 the Chinaman supplied less than 3 per cent. of the Cornstalk egg imports; while in 1900 he furnished over 12 per cent. The reason is obvious enough. The declared value of the Chinese egg is just about half that of other imported eggs, and by extra cheapness the Mongol in wiping the floor with his competitors. Even after paying freight and all charges, his product is declared to cost only about half as much landed in Sydney as the local article costs. Of course the retail buyer doesn't get the Chinese egg visibly cheaper than any other kind, but the middle-man makes a large profit out of it; therefore, while it is obtainable (and it is obtainable in steadily increasing quantities) he isn't likely to buy the local product. And the *Sydney Telegraph* is much interested in the local product. On a Saturday its poultry advertisements often run to two or three closely-printed columns. It gets up hen-laying competitions, and it has a hen-column, and it enjoys a large circulation among fowl-breeders and fowl-enthusiasts. There is every reason to believe that a time will come, if the Free-trade system continues, when the local fowl won't be wanted any more by reason of Asiatic competition and cheap freights, to say nothing of the great improvement in chilling arrangements and other preservative devices which now enable the Buddhist fowl to deposit his egg on the Cornstalk doorstep almost as fresh as that of the purely local bird. In its own small way, that local bird helps to support innumerable households, and it can't be superseded by its Chinese rival without knocking another prop from under the local farmer. And the great increase of Chinese supplies, which threatens to undermine an innocent and happy fowl, hasn't even the merit of reducing the price to the consumer. Yet every genuine Free-trader must needs barrack for the continued free admission of the Chinese egg, even though its advent doesn't reduce prices and even if it wrecks a valuable local industry, and knocks out the *Telegraph's* columns of hen advertisements. Will the Free-trade party, and especially the Free-trade Laborists who don't profit by the import business, and have only

the satisfaction of seeing another local industry damaged and paying the same price as before, make a stand for the free Chow egg? And if it won't, is that the use of having a Free-trade party? The "Free-trade" *Sydney Evening News* actually claims credit for its efforts towards suppressing the cheap Chinese egg! Yet it would be a most excellent thing if the working man could get eggs at 3d. a dozen to feed his children on; it is against the Free-trade policy to tax the food of the masses. Why do we not find the Free-trade press barracking for the cheap Chow egg?

THE SANTOS-DUMONT AIRSHIP.

THE EIFFEL TOWER FEAT.

[AMERICAN CABLE.]

PARIS, October 19th.

After many unsuccessful trials Santos-Dumont to-day made the circuit of Eiffel tower in his airship; but the committee having the affair in charge refused to give him the 100,000 francs offered as a reward because he failed to make the trip in the required time.

Santos-Dumont started from St. Cloud for the first time at 2.29, but on leaving the park his guide rope caught in a tree and he was obliged to descend. He started again at 2.52 p.m., rose 250 yards and then pointed for the Eiffel tower, the balloon going in a straight line. It was seen through field glasses to arrive at the tower and round it. The time up to that point with the wind in the balloon's favor was 8.45. It returned against the wind and made slower headway, but still kept in the true direction for St. Cloud, which it reached in the total time of 29.15. But instead of descending immediately Santos-Dumont made a broad sweep over the Aero Club grounds, with the result that another minute and twenty-five seconds were consumed before the workmen seized the guide rope. Thus technically, Santos-Dumont exceeded the time limit by forty seconds.

The enormous crowd which had gathered inside and outside the grounds gave the aeronaut a tremendous ovation. As his basket came within speaking distance, Santos-Dumont leaned over the side and asked: "Have I won the prize?"

Hundreds of spectators shouted "Yes, yes!" but the Count de Dion, a member of the committee, approached and threw a damper on the enthusiasm by saying: "My friend, you have lost the prize by forty seconds."

Numbers of onlookers protested against this announcement in lively terms, but the Count de Dion said: "That is the decision of the committee, in accordance with the rules of the contest."

The crowd, however, refused to accept this view, and a warm discussion ensued, the majority of the spectators taking the ground that Santos-Dumont was entitled to the prize because he had reached the grounds within thirty minutes, although he had not descended immediately.

The aeronaut, after protesting against the decision of the committee, finally shrugged his shoulders and remarked: "Anyway, I do not care personally for the 100,000 francs. I intended to give it to the poor."

The crowd persisted in declaring that Santos-Dumont had won. A number of ladies who were present threw flowers over the aeronaut. Others offered him bouquets, and one admires the amusement of the onlookers, even presented him with a little white rabbit.

At this moment M. Deutsch himself arrived at the club grounds, having shortly before reached Paris. He advanced, embraced Santos-Dumont, shook hands with him and said: "For my part, I consider that you have won the prize."

The crowd then gave the two men a great ovation, cheering heartily.

Santos-Dumont claims he won the prize because he reached the park within the time, and that the original rules governing the contest made no mention of having to touch the ground within the thirty minutes.

The dispute is due to the action of the committee, which some time ago modified the terms of the contest by inserting the latter stipulation. Santos-Dumont at the time protested and refused to be bound by the fresh regulations, and strenuously upheld this view with the Count de Dion and other members of the committee on descending to-day, finally declaring that he considered that he had won the prize and would not try again. If the money was withheld it was not his fault.

M. Deutsch said he would give 25,000 francs to the poor, notwithstanding the decision of the committee, but Santos-Dumont declined to accept the offer as a solution of the difficulty.

There was a large assemblage of people at the Eiffel tower and considerable interest was manifested in the experiment in other parts of Paris, groups of people gathering in the streets to watch the progress of the elongated yellow balloon with long guide ropes hanging and white canvas propellers whirling around, while those below distinctly distinguished the loud buzzing of the motor.

Santos-Dumont rounded the Eiffel tower between the second and topmost platforms, at about seventy-five yards away from the tower. The balloon pitched somewhat when going against the wind, and Santos-Dumont when he descended said the motor suddenly stopped while the balloon was a little distance from the tower. He thought he might have to descend, but luckily he succeeded in getting the machine started again. From that time on the motor worked satisfactorily.

[Telegrams lately announced that M. Santos-Dumont had been awarded the Deutsch prize—he having apparently sailed round the Eiffel Tower within the stated time, on a further attempt.]

G. GIRAULT for the best and GREAT EST ASSORTMENT OF CONFECTIONERY.

[157c]

Hotels.

GO TO THE
KOWLOON HOTEL,
KOWLOON. J. W. OSBORNE,
Manager. Proprietor.THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

1075c] J. LACOCK.

METROPOLE HOTEL.

Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

SWATOW HOTEL,
SWATOW.

VISITORS to Swatow will find comfortable and well-furnished accommodation. Shooting parties will find every facility, House Boat, &c., everything to secure comfort, as well as sport. Cuisine Excel lent, Prompt Attention, Billiards, Music-Salon. Terms moderate.

122c] F. HYDE, Proprietor.

[122c]

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

[122c]

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th November, 1901.

Sailings.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KAGA MARU VICTORIA, B.C. and SEATTLE, MONDAY, 2nd Dec., at 4 P.M.
J. W. Eckstrand U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA

[122c]

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

[122c]

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th November, 1901.

[122c]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOATS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd December, 1901, at 1 P.M., the Company's Steamship "ERNEST SIMONS," Captain Vanquier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the a.s. "Oceania," which vessel takes off her Passengers and Mails leaving that Port on the 14th December, Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered 16th December, as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 1st December. [122c] Parcels not to be sent on board they must be left at the Agency's Office. Content and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPORIN,
Acting Agent
Hongkong, 20th November, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG. VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA. FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Braemar 3,001 W. Watt, Nov. 26
Duke of York 3,241 J. S. Cox, Dec. 3
Tacoma 3,311 A. Dixon, Dec. 17
Victoria 3,502 J. Pantin, Dec. 27

JUST UNPACKED. BEST GERMAN SAUSAGES of a well known make, in small and large tins, of various kinds. Finest WESTPHALIAN HAMS. H. RUTTONJEE, 5, D'Aguilar Street and 39 & 40, Elgin Road, Kowloon. Hongkong, 13th July, 1901.

F. BLACKHEAD & CO., SHIP/CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sub April 1st. FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES. DODWELL & CO., LIMITED, General Agents. Hongkong, 1st November, 1901.

NEW GOODS.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUZZ CANAL.

PROPOSED SAILINGS FROM HONGKONG. KURDISTAN about 10th Nov. LENNOX 1st Dec. "ORONSA" 3rd Dec.

AFRIDI about 10th Jan. HIELGLEN 20th Jan. LOWTHER CASTLE 31st Jan.

For Freight and further Information, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 1st November, 1901.

FOR SALE.

THE CRUISING yawl "MADGE" 36 feet long by 7 feet beam. Teak built, copper fastened, lead keel, designed by Mr. DENISON. This three-mast yawl-like hull has been laid up for the past two seasons.

Apply to

"YACHT" C/o This Office, Hongkong, 1st November, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply to

"STREAM" C/o The Hongkong Telegraph, Hongkong, 1st August, 1901.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS, CHARTS, and BOOKS, NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. Hongkong, 20th August, 1901.

JAPANESE CURIOS

NOT ANDA.

CALENDAR.

NOVEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer..... 30.103
Thermometer..... 69.2
Humidity..... 65.
Rainfall..... 1.303

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.
Barometer..... 30.19 30.08
Temperature..... 73 72
Humidity..... 39 61
Rainfall.....

TO-DAY.

Friday, 22nd November, 1901.
Chinese—13th of 10th moon of 27th year of Kuang-si.Sun—Rises 6hr. 19min.
Sets 5hr. 15min.
High water—Morning 6hr. 5min.
Afternoon 5hr. 56min.
Low water—Morning 1hr. 33min.
Afternoon 6hr. 5min.

ANNIVERSARIES.

1835—Great Fire at Canton, 1,400 houses destroyed.

1877—Terrible boiler explosion on board the steamer *Vespa* in Hongkong harbour; 66 lives lost.1879—John T. Delane, Editor of the *Times* died.

1894—Armed robbery in Winglo Street, two Chinese shot.

1898—Commercial *Molus Vivendi* concluded between France and Italy. United States offer \$20,000,000 gold for the Philippines.

TO-MORROW.

Saturday, 23rd November, 1901.
Chinese—13th of 10th moon of 27th year of Kuang-si.Sun—Rises 6hr. 20min.
Sets 5hr. 15min.
High water—Morning 6hr. 20min.
Afternoon 6hr. 33min.
Low water—Morning 6hr. 33min.
Afternoon 6hr. 12min.

ANNIVERSARIES.

1872—Death of Sir John Bowring, ex-Governor of Hongkong.

1881—Arrival of the Prince Albert Victor and George of Wales in *Bacchante* at Woosung.

1890—Death of the King of the Netherlands.

1892—American barque *Escort* lost in Gulf of Pechili.

1897—Fire in Third Street, Hongkong; 15 lives lost.

1898—Plague riots in India.

AGENDA.

TUESDAY, 26th.
D. & Co.'s steamer *Braemer* leaves for Victoria, I.C. and Tacoma.O. S. Co.'s steamer *Macau* leaves for London.

WEDNESDAY, 27th.

I. G. M. steamer *Bayern* leaves for Bremen.

THURSDAY, 28th.

Noon—T. Y. K. steamer *America Maru* leaves for San Francisco via Inland Sea and Honolulu.

SATURDAY, 30th.

H. A. L. steamer *Marburg* leave for Havre and Hamburg.D & Co.'s steamer *Kurdistan* leaves for New York, via Ports and Suez Canal.

SHIPPING GAZETTE.

In future the Telegraph shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

October 10th.

The officers of the s.s. *Catherine Apear* are:—Capt. S. H. Nelson, chief officer A. Buchanan, 2nd officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, 2nd engineer T. T. Barrie, 3rd engineer W. Park, 4th engineer W. Mark.The officers of the s.s. *Yuen Sung* are:—Capt. P. H. Rolfe, chief officer C. E. Meilson, 2nd officer H. Herbert, 3rd officer R. L. Shirell. October 14th.The officers of the s.s. *Pratokata*, Captain Parsons, are:—1st mate J. C. Keerham, Lieut. R.N.R., 2nd mate J. H. Gilgrey, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rigmer, 4th engineer P. Christie, 5th engineer F. McColgan. October 19th.The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan, 2nd officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roos, 2nd engineer M. Boning, 3rd engineer H. Tahne, 4th engineer M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr. Whittin, 2nd engineer, of the s.s. *Loongsang*, who is now on sick leave.

SHIPPING AND MAIL NEWS.

MAILS DUE.

English (*Chusan*) to-morrow.
Indian (*Catherine Apear*) 26th instant.German (*Bojera*) 26th instant.Canadian (*Empress of Japan*) 26th instant.American (*City of Peking*) 28th instant.American (*Hongkong Maru*) 14th prox.The N. Y. K. Co.'s steamer *Inaba Maru* (European Line) left Kobe *via* Moji for this port on the 21st inst., and is expected to arrive here on the 27th inst.The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Kobe at 8.30 a.m. on Thursday the 21st inst., and left again at 11 a.m. same day for Nagasaki where she is due to arrive Shanghai at 11 a.m. on Sunday the 24th inst.

HONGKONG AND WHAMPoa DOCK RETURNS.

Canton River at Kowloon. Idel.

Kwunfung " "

Tacoma " "

H.M.S. *Fame* " "U. S. S. *Kentucky* " "U. S. S. *Princeton* " "

Sandakan " "

Kaga Maru " "

Mongkul " "

Lal-ho " "

Justin " "

Ecano " "

H. J. Albrecht " "

Heungshan " "

Pitsanulok " "

Cosmopolitan " "

Aberdeen " "

Esmeralda " "

" "

PASSED THE CANAL.

Outward—15 Oct.—Asama, Zafiro, 8th

Oct.—Heathburn, 15th Oct.—Wittekind, Den-

bigahire, 18th Oct.—Babia, 22nd Oct.—

Serbia, 29th Oct.—Atholl, 1st Nov.—Hubei,

Indra, 2nd Nov.—Strasburg,

Kunis Albert, Coningsby, Sado Maru, Hein,

Yaria, 8th Nov.—China, Bengloe, 12th Nov.

Java, Sambia, Frigga, Rajah of Sarawak.

Homeward—8th October—Stentor, Bingo

Maru, 15th October—Banca, 22nd Oct.—

Aragon, Indus, 18th Nov.—Orester, Mogul,

5th Nov.—Ajaux, Kaisow, Glengyle, Formosa,

12th Nov.—Hamburg, Arabia.

Arrivals at Home—22nd October—Hud-

son, Melponone, Princ Heinrich, 30th Oct.—

Babia, Wittekind, Tambu Staru, 2nd Nov.—

Annam, Idomenus, 5th Nov.—Preussen, 8th

Nov.—Healthburn, 12th Nov.—Samui Maru,

Andutiusia, Orestes, Natal.

VISITORS AT THE HONGKONG HOTEL.

Andrew, Mr. D. A.

Angus, Mrs.

Arnold, Mr. H.

Back, Mr. J.

Buley, Mr. W. S.

Barlow, Mr. B. J.

Bell, Mr. F. C.

Beringer, Dr.

Black, Mr. J.

Bonner, Mr. A.

Bonke, Mr. G. F.

Bourke, Mr. H. W.

Brown, Mr. D. H.

Cameron, Mr. W. H.

Clark, Dr. F.

Cole, Mr. G. E.

Colson, Mr. J. S.

Connell, Mr. J. J.

Crosby, Mr. and Mrs.

D'Isombe, Mrs. & Miss

Dorehill, R. A. Major

Duford, Capt. & Mrs.

Forsyth, Mr. & Mrs.

Gibson, Miss

Glynn, Mr. G. W.

Glover, Mr. C.

Gove, Mrs.

Grant, Mr. John

Greene, Mrs. W. W.

Hall, Mrs. H. E.

Hanson, Mr. B. E.

Hartstone, Mrs. L.

Haskin, Mrs.

Hawkins, Mr. J. A.

Heckford, Mr. R. G.

Hoffman, Mr.

Howe, Mr.

Howkins, Mr. and Mrs.

Hutchison, Mrs. M.

October 10th.

The officers of the s.s. *Catherine Apear* are:—

Capt. S. H. Nelson, chief officer A. Buchanan,

2nd officer A. Gillan, 3rd officer R. W. Taylor,

Purser W. J. Edwards, chief engineer P. S.

Lawrie, 2nd engineer T. T. Barrie, 3rd engineer

W. Park, 4th engineer W. Mark.

The officers of the s.s. *Yuen Sung* are:—Capt. P. H. Rolfe, chief officer C. E. Meilson, 2nd officer H. Herbert, 3rd officer R. L. Shirell.

October 14th.

The officers of the s.s. *Pratokata*, Captain Parsons, are:—1st mate J. C. Keerham, Lieut. R.N.R., 2nd mate J. H. Gilgrey, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rigmer, 4th engineer P. Christie, 5th engineer F. McColgan.

October 19th.

The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan,

2nd officer H. Merkus, 3rd officer E. Sauer-

land, chief engineer H. Roos, 2nd engineer

M. Boning, 3rd engineer H. Tahne, 4th engineer

M. Harms.

November 1st.

Mr. Johnson has taken the place of Mr.

Whittin, 2nd engineer, of the s.s. *Loongsang*,

who is now on sick leave.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. & Mrs.

Bastien, Mr. J. F.

Beattie, Mr. James

Benson, Capt. and Mrs.

Blond, Mr. G.

Bonner, Mr. J. W. C.

Brown, R.E., Col. L. F.

Brayne, Mr. H. F. R.

Brusse, Mr. G.

Cameron, Mr. and Mrs.

Carri, Miss

Cartwright, Miss

Connell, Mr. & Mrs.

Coppin, Mr. A. G.

Crook

Post Office.

A Mail will close:

For Canton—Per *Pearl River*, to-morrow, the 23rd instant, at 7.30 A.M.
For Haiphong—Per *Trym*, to-morrow, the 23rd instant, at 9 A.M.
For Singapore, Sourabaya, and Samarang—
For Amara, to-morrow, the 23rd inst., at 10 A.M.
For Shanghai—Per *Ixion*, to-morrow, the 23rd instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Paramatta*, to-morrow, the 23rd instant, at 11 A.M.
For Manila—Per *Sungtien*, to-morrow, the 23rd instant, at 11 A.M.
For Manila—Per *Loongsang*, to-morrow, the 23rd instant, at 1 P.M.
For Macao—Per *Honam*, to-morrow, the 23rd instant, at 1.15 P.M.
For Swatow—Per *Thales*, to-morrow, the 23rd instant, at 2 P.M.
For Yokohama and Kobe—Per *Austria*, to-morrow, the 23rd instant, at 3 P.M.
For Swatow and Shanghai—Per *Loksan*, to-morrow, the 23rd instant, at 3 P.M.
For Kumchuk and Sambhu—Per *Tung-kong*, to-morrow, the 23rd instant, at 4 P.M.
For Hongay—Per *Hinstan*, to-morrow, the 23rd instant, at 5 P.M.
For Swatow, Amoy and Tamsui—Per *Dejin* to-morrow, the 23rd instant, at 5 P.M.
For Haiphong—Per *Sullberg*, to-morrow, the 23rd instant, at 5 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.), and Tacoma—Per *Braemar*, on Tuesday, the 26th instant, at 11 A.M.
For Singapore, Penang, and Calcutta—Per *Kumsang*, on Tuesday, the 26th inst., at 11 A.M.
For Singapore and Bombay—Per *Carinthia*, on Tuesday, the 26th instant, at 2 P.M.
For Europe, &c., India, via Tuticorin—Per *Gavorn*, on Wednesday, the 27th instant, at 11 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, on Thursday, the 28th inst., at 11 A.M.
For Iloilo and Cebu—Per *Kaijou*, on Friday, the 29th instant, at 4 P.M.
For Singapore—Per *Yanpan*, on Saturday, the 30th instant, at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Tsinan*, on Saturday, the 30th instant, at 4 P.M.
For Europe, &c., India, via Tuticorin—Per *Ernest Simons*, on Monday, the 2nd Dec., at 11 A.M.

CHRISTMAS MAIL.—Letters etc. for the United Kingdom posted on the 23rd inst., per British Packet *Paramatta* are due in London on the 23rd December next.

The attention of the Public is drawn to the following regulations as to the manner of packing Christmas Cards when sent by Book Post.—The packet must be open at the ends and the contents visible, or easily to be rendered visible. Packets which are sealed or forwarded in closed covers with the corners cut off or with notched ends are returned to the senders. Packets may be tied with string to protect the contents, but in such a way that the string can be easily untied.

EXCHANGE.

Hongkong, 22nd November.
On LONDON, Telegraphic Transfer 1/10
Bank Bills, on demand 1/10/16
" Credits, 4 months' sight 1/10/16
" D'ments, 4 months' sight 1/10/16
On BERLIN, (demand) M.1.92
On PARIS, Bank Bills, on demand 2.36
" Credits, 4 months' sight 2.40
On NEW YORK, Bank Bills, on demand 4.42
" Credits, 30 days' sight 4.48
On BOMBAY, Telegraphic Transfer 1.40
" On demand 1.40
On SHANGHAI, Telegraphic Transfer 7.37
" Private 30 days' sight nom.
On YOKOHAMA, T.T. 8% prem.
Sovereigns, Bank's Buying Rate \$10.56
Gold Leaf too touch, per tael 54.60
Bar Silver 26 1/16
Dollars nom.

OPIUM QUOTATIONS.

Hongkong, 22nd November.
To-day's quotations are as follows:—
BENGAL—New Patna @ \$920/25
New Benares @ 907/
Old Patna @ 930/
Old Benares @ 920/25
Per picul.
MALWA—New @ \$900/10
Last year's @ 910/20
2/3 years' old @ 920/30
3/4 years' old @ 930/40
Putterfore @ 930/
PERSIAN—Superior drug was sold @ 670

VESSELS IN PORT.

Steamers.
AMARA, British steamer, 1,565, C. J. Mattock, 14th Nov.—Bangkok and Koh-si-chang 5th Nov., Rice—Jardine, Matheson & Co.
AMERICA MARU, Japanese steamer, 3,460, P. H. Goings, 20th Nov.—San Francisco 23rd Oct., and Shanghai 18th Nov., Mails and General—J. S. Van Buren.
APENRADE, German steamer, 611, H. Lorenzen, 20th Nov.—Haiphong 17th Nov., and Hoibow 19th, General—J. J. Jebsen & Co.
ATHENIAN, British steamer, 3,582, H. Mowatt, 14th Nov.—Shanghai 11th Nov., General—C. P. R. Co.
AUSTRIA, Austrian steamer, 4,879, A. Fellner, 20th Nov.—Singapore 19th Nov., General—Sander, Wieler & Co.
BRAEMAR, British steamer, 2,316, Wm. Watt, 14th Nov.—Tacoma via Port 9th Oct., General—Doddwell & Co., Ltd.
CHONTAU, German steamer, 1,115, A. Müller, 20th Nov.—Bangkok 12th Nov., Rice—Butterfield & Swire.
CLAYDALE, British steamer, 2,123, W. Hardinge, 12th Nov.—Shanghai and Amoy 11th Nov., Tea and General—Carlowitz & Co.
DAIJIN MARU, Japanese steamer, 890, S. Saids, 20th Nov.—Amoy and Swatow 19th Nov., General—Mitsui Bussan Kaisha.
DEVAWONGSE, German steamer, 1,057, A. Textor, 20th Nov.—Bangkok 11th Nov., General—Butterfield & Swire.
DR. HANS JERG KIÆR, Norwegian steamer, 691, Larsen, 18th Nov.—Haiphong 16th Nov., Rice—A. R. Martz.
DUKE OF FIFE, British steamer, 3,547, J. S. Cox, 18th Nov.—Tacoma, U.S.A. 17th Oct., General—Doddwell & Co., Ltd.
ELCANO, American steamer, 501, R. de Almenaga, 3rd Sept.—Manila 31st August Ballast—Brandao & Co.
EMMA LUUKIN, German steamer, 1,681, Semuelson, 10th Nov.—Cheribon 9th Nov., Sugar—Jardine & Co.
ESMERALDA, British steamer, 966, J. McCarty, 17th Nov.—Cebu, P.I. Nov., Hemp—Shewan, Tomes & Co.
HINSAKE, British steamer, 1,536, P. M. E. Lake, 8th Nov.—Hongkong 13th Nov., Coal—Jardine, Matheson & Co.
INDEPENDENT, German steamer, 871, A. Halt, 21st Nov.—Nanchang and Chefoo 15th Nov., General—Sander, Wieler & Co.

JACOB DIKDERICHSEN, German steamer, 623, Tjergensen, 17th Nov.—Haiphong and Hoibow 16th Nov., General—Jebens & Co.
JUSTIN, American transport, 1,402, Scott, 5th Nov.—Cavite 1st Nov.
KAGI MARU, Japanese steamer, 3,800, J. W. Eckström, 5th Nov.—Seattle, U.S.A. via Japan and Shanghai 15th Nov., General—Nippon Yusen Kaisha.
KUMSAK, British steamer, 2,078, E. J. Butler, 19th Nov.—Singapore 12th Nov., General—Jardine, Matheson & Co.
LAT LOCK, Spanish steamer, 185, Fabbregas, 17th Nov.—Manila 13th Nov., Ballast—A. R. Martz.

LOKSANG, British steamer, 978, G. Leask, 21st Nov.—Canton 20th November, General—Jardine, Matheson & Co.

LOONSANG, British steamer, 1,002, G. S. Weigall, 18th Nov.—Manila 15th Nov., General—Jardine, Matheson & Co.

MARA KOHL, German steamer, 2,300, G. Kneif, 8th Nov.—Moji and Nov., Coals—Mitsui Bussan Kaisha.

MONGKUT, German steamer, 857, Götsche, 15th Nov.—Bangkok 7th Nov., Rice—Butterfield & Swire.

PARRAMATTA, British steamer, 3,854, R. T. Cook, R.N.R., 21st Nov.—Shanghai 19th Nov., Mails and General—P. & O. S. N. Co.

PITSANULOK, German steamer, 1,267, R. Illing, 10th Nov.—Bangkok and Koh-si-chang 2nd Nov., General—Butterfield and Swire.

RADNOORSHIRE, British steamer, 1,789, C. R. Bindloss, 19th Nov.—Hongkong 17th Nov., Coal—Shewan, Tomes & Co.

RICHMOND, British steamer, 1,314, L. R. Mann, 10th Nov.—Geraldton, W.A. 25th Oct., Sandalwood—Siemens & Co.

SATURN, American transport, 1,617, Frank E. Foso, 14th Nov.—Shanghai 11th Nov.

SIAM, British steamer, 2,745, H. J. Baines, 17th Nov.—Shanghai 9th Nov., General—McBain & Co.

SKORPNE, Norwegian steamer, 1,130, L. Fallesen, 17th Nov.—Bangkok 8th Nov., Rice—Chinese.

SULLBERG, German steamer, 782, J. Jessen, 21st Nov.—Haiphong 17th Nov., and Hoibow 19th, Rice and General—Siemens & Co.

TACOMA, American steamer, 1,689, A. Dixon, 21st Oct.—Tacoma via Ports 14th Aug., General—Doddwell & Co., Ltd.

TETARTOS, German steamer, 1,518, W. Diuse, 18th Nov.—Saigon 13th Nov., Sugar—Siemens & Co.

THALES, British steamer, 893, A. J. Robson, 20th Nov.—Swatow 19th Nov., General—Douglas, Laprak & Co.

TRYM, Norwegian steamer, 710, Hans Dahl, 18th Nov.—Haiphong 14th Nov., and Hoibow 16th, Rice—A. R. Martz.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandy, Swatow.

Kaisers Elizabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 i.h.p., Capt. W. Biber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 15,900 i.h.p., Capt. J. P. Rossouw, Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberia, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 i.h.p., Capt. V. Bleiss, Ritter, Samboe, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 340 tons, Captain Mello, Macao.

Zenta, Austrian cruiser, 2,000 tons, Captain Runsti, Singapore.

PIGEON, 1st class gunboat, 255 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. Oldham, cruising.

PLATE, twin screw, and-class cruiser, 3,800 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Shanghai.

PLATER, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,300 i.h.p., Lieut.-Comr. C. F. Corbett, Hongkong.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. W. Hamilton, Wei-hai-wei.

Sandwich, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. Carr, West River.

Satzie, river-gunboat, 85 tons, 2 guns, 230 i.h.p., Lt. and Comdr. G. G. Webster, West River.

Shestopal, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Shikra, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sokotra, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Stealthy, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Capt. W. T. Burwell, at Manila.

Wilming, U.S. cruiser, 2,222 tons, Capt. C. O. Allbone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,302 h.p., Comdr. C. S. Sperry, at Manila.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Manila.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borki, 1st class, Russian torpedo boat, 8 tons, 3 guns, 3 torp tubes 1,100 i.h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 60 tons, 3 guns, 2 torp tubes 780 i.h.p., speed 22 knots.

Usurpi, Russian torpedo boat, 140 tons, 4 guns, 1,600 h.p., 22 knots.

* Flagship of Vice-Admiral Alexeoff.

* Flagship of Rear-Admiral Dubossoff.

* Flagship of Rear-Admiral Resounoff.

THE GERMAN SQUADRON.

Bismarck, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* **Furst Bismarck**, German flagship, 15,000 tons, 36 guns, Capt. Graf Lotte, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geler, German cruiser, 1,600 tons, 8 guns, Capt. Bader, at Shanghai.

*** **Hansa**, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hannover, German cruiser, 1,600 tons, 8 guns, Capt. von Usedom, at Shanghai.

Iltis, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Stuhmer, at Hongkong.

Koelln, German gunboat, 150 tons, 3 guns, Capt. Watson, at Kowloon.

Kronprinz, German gunboat, 150 tons, 3 guns, Capt. Stein, at Nagasaki.

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